INTENSITY OF INTEREST.

NO. OF ADVERTISEMENTS IN

LAST SUNDAY'S WORLD ... 4.479

\*\*\*\*\*\*\* THIS IS THE LOCIC OF FIGURES.

THE HERALD, SUN AND TIMES

PRICE ONE CENT.

NEW YORK, THURSDAY, JANUARY 24, 1889,

PRICE ONE CENT.

# DEATH IN THE FOG.

# Elevated Railroad Collisions in Brooklyn and This City.

Frightened Samuel Kniffin Jumps to Death from a Train.

Panic-Stricken Passengers Cooped Up in Crowded Cars.

Collision Between a Weehawken Ferry-Boat and a Tugboat.

There was danger and death in the unprecedentedly dense fog this morning. Results: Three L road collisions and three collisions in the river, as thus far heard

One person killed in the "L" collision in Brooklyn. Several injured in the New York L collision. Many narrow escapes.

An accident happened on the Kings County Elevated Railroad, in Brooklyn, this morning, which resulted in the loss of one man's

It was 7.05 o'clock when down train No. 24, Patrick Downs, engineer, arrived at the No trand avenue station on the Fulton

It had four cars, all crowded with men and women on the way to work. The fog was very dense, so thick that one

could scarcely see objects a few feet distant. No. 24 was about to pull out when train
No. 25. Engineer Winterbottom, came down.
It was moving slowly, but the engineer could
not check up in time to prevent a crash into
the rear platform of train No. 24, and the result was a shock and a panic among the
passengers on both trains, particularly among
those on the forward train.

Samuel Kniffin, a painter, sixty-five years
old, was in the forward car of train No. 24,
and when the crash came he ran out to the
rear platform, threw open the gate on the
right band or inner side and jumped from the
car.

hat going in one direction and my eye-glasses
dancing a jig upon my nose.

'As soon as I regained my composure I
knew that two trains had one in collision.
Seizing a hat, which proved to belong to a
neighboring passenger. I set about quisting
the alarmed passenger. I set about quisting
the slarmed pa

Kornahren's grocery when Allin front of the scene.

tumbling down to the payement in front of the scene.

"The train hards were prompt in allaying "The train hards were prompt in allaying and after hard work the tumbling down to the payament in treat of him. He ran to the man's assistance, reaching him just in time to see him gasp and die.

The body was removed to the Rinth Precinct Station at Gates and Marcy avenues, where Coroner Lindsay viswed it.

Kniftin was employed by T. B. Colher, at Spencer street and Myrtie avenue, and was on his way to work when the accident happened. He was a married man, but did not live with his wife, and he boarded at 323 Ralph avenue.

When the collision occurred the passengers in the rear car of the first train were pitched forward and jammed into a heap, the women screaming and the men shouting and strug-

gling to escape, they knew not where.

The passengers in all the cars on both trains were badly shaken up and bruised, but none of them was seriously injured as far as could be ascertained. The greatest shock

was felt in the forward train. The engine of the rear train wrecked the platform of the rear car of the train in front of it, and the platform of the forward car on

Mr. T. Edwin Isaacks, a gentleman seventy-three years old, who lives at 121 Herkimer street, near the scene of the accident, told an Evenino Wonld reporter that he was at breakfast, and, hearing a loud crash, ran out to see what had occured.

The fog was so dense he could not see the leugth of his walking-stick, but he heard the screams of women and the shouts of men proceeding from the trains above him, while Kniffin lay dead in the street before him.
Other persons in the neighborhood de-

Other persons in the neighborhood described the scene which followed the crash, and all unite in saying that the escape of the passengers was miraculous.

A delay of nearly an hour was caused on the road by the accident.

Within five minutes after the first accident mother cellision is said to have happened

another collision is said to have happened at the same station, but beyond a slight shaking up of the passengers nothing of a serious nature happened. Conductor No. 29, of car No. 162, had his ankle wrenched in the second collision.

TELESCOPED ON THE "L.

TRAINS SMASHED AT 104TH STREET---PANIC AMONG THE PASSENGERS. #

Another alarming cotlision occurred shortly

horror of the moment.

The scene on the rear car of the smitten train was one of terrible excitement. Every pane of glass was broken, the woodwork was splintered and the guard-rail in the rear was

splintered and the guard-rail in the rear was driven several feet into the car.

Many of the passengers, especially the women, were wild with excitement, and several tried to get out by the broken window and escape to the track.

Over a dozen were seen with bloody faces and hands cut by the broken glass.

A young girl, pretty and nicely dressed, had several of her teeth knocked out.

Inspector Steers was in the train, out his

A young girl, pretty and nicely dressed, had several of her teeth knocked out.
Inspector Steers was in the train, or his way to Police Headquarters, and did a great deal to allay the panic among the passengers. He stopped a man who was foolishly trying to get on the track, and called out in his cheery voice that the danger would be over in a few moments.

Meanwhile the engineer of the Sixth avenue train had moved further down the track and the passengers were landed at the station. Most of the injured went home, but among them were Mrs. Mary Hanley, a saleswoman in B. Altman's store, living at 104 West One Hundred and Third street. Her face was badly cut and she sustained an internal shock. She was taken home.

Philip Schubert, of 1730 Tenth avenue, was thrown henvily against the jagged and splintered woodwork of the car and was rendered unconscious. He was taken home suffering from internal wounds.

An unknown man, severely cut about the face and body, had his wounds dressed in a neignboring drug store.

An unknown man, severely cut about the face and body, had his wounds dressed in a neignboring drug store.

The guard of the Sixth Avenue train was cut about the face and body. His wounds were dressed and he proceeded downtown.

Inspector Steers said: 'I was on the train on my way from Carmansville to Police Headquarters, having taken passage in the front car of the Sixth avenue line.

'The Sixth avenue train pulled up at the Ninth avenue and One Hundred and Fourth street station to take on and let off passengers, and the signal to start had been given when a Ninth avenue train came thundering along, and could be easily heard as the noise and rumble came closer and closer.

"The fog was thick and hung like a dark pall over the road, and no object could be distinguished fifteen feet away.

"I was reading The Wonld, unconscious of danger, when suddenly there was a crash, followed by the shrieks of women and the exciamations of excitable men.

"I was thrown rudely from my seat, my hat going in one direction and my eye-glasses dancing a jig upon my nose.

"As soon as I regained my composure I

right hand or inner side and jumped from the car.

He fell a distance of thirty feet, striking on the back of his head on the cobblestone pavement and careshing his skull in so that death.

"A young lady who refused to tell her name was struck in the mouth and lost several tests."

"In all the cars on both trains the passential of the care of the care

ment and crushing his skull in so that death ensued immediately afterward.

Roundsman Earry, of the Tweifth Precinct, stood on the conter in front of H.

Evidence of the English of the E Kornahren's grocery when Kniffin came hold, and a squad of police came speedily to

fragments inflicting slight cuts upon the

fragments inhering sight cuts upon the faces and hands of some of the passengers.

'The managers of the road and their employees did splendid service, and in half an hour or so all sign of the wreck was removed and travel was resumed. No one was seriously injured, and an ambulance call was unnecessary.

The engine of the rear train wrecked the platform of the rear car of the train in front of it, and the platform of the forward car on the first train was jammed under the truck of the locomotive.

Engineer Winterbottom said he did not see the forward train until his engine was within a few feet of it. He was running slowly at the time, because of the fog, and supposed the other train had pulled away from the station.

Mr. T. Edwin Isaacks, a gentleman seventy-three years old, who lives at 121 Herkimer street near the scene of the accident was unavoidable and was due entirely to the dense fog, which made it next to impossible to distinguish danger signals fifteen feet distant. It was evident that the Ninth avenue train was not running at a heavy rate of speed or the damage would have been greater."

Inspector Steers reached his office at Police Headquarters three-quarters of an hour late, none the worse for his perilous adventure in the air. He had recovered his hat and his the first train was jumined.

eyeglasses were less frisky than when he was involuntarily lifted from his seat by the force of the concussion.

He was congratulated warmly by his fellow Inspecto s. Williams, Byrnes and Conlin, on his narrow escape, and Supt. Murray turned him around and felt of his person to be sure that no bones were broken.

## COLLISIONS ON THE WATER.

### A WEEHAWKEN FERRY-BOAT RUN INTO BY A TUG IN THE NORTH RIVER.

At 8 o'clock this morning the Weehawken ferry-boat Kingston was run into by the tugboat Beach off Desbrosses street.

Capt, Penney, of the Kingston, reports that owing to the thickness of the fog and the numerous whistles sounding all around he was unable to locate the tug till it dashed through

buf it was too late to prevent crashing into

before 8 c'clock this morning on the line of the Sixth and Ninth Avenue roads at One Hundred and Fourth street.

A through Sixth avenue train from One Hundred and Fifty-fifth street to Cortlandt street, crowded with passengers, steamed The shock of the colliding boats knocked a

round the difficult and dangerous One Hundred and Tenth street curve which is the horror of all travellers of the road, and haited at the One Hundred and Fourth street station. The fog was thick, and was growing more so every minute.

Passengers had got on and off, and the guard was just about to pull the signal wire for the start, when a terrific crash was felt in the rear, and every one knew that a collision had occurred.

A Ninth avenue train, which should have kept a good three minutes in the rear of the Sixth avenue, had come round the curve at a high rate of speed, and had crashed into the rear car of the stationary one which was drawn by Engine 57.

The engineer of the Ninth avenue train, Engine 204, saw the danger the fraction of a second before the crash and instantly pulled the lever.

The shock of the collision made a complete wreck of engine 204. Its cylinder head was blown off, and escaping steam added to the horror of the moment.

The scene on the rear car of the smitten train was one of terrible excitement. Every pane of glass was broken, the woodwork was splintered and the guard-rail in the rear was diven several feet into the car.

A Ninth avenue train, which should have kept a good three minutes in the rear of the Sixth avenue, had come round the curve at a high rate of speed, and had crashed into the rear car of the stationary one which was drawn by Engine 57.

The engineer of the Kingston was badly disabled, and drifted helplessly down stream till Vesey street was reached, where she was docked, with the sustance of two tugs.

As she was drifting down the river she had a very narrow escape from being run down by one of the Erie ferry-boats.

A first his collision the ferry people did not dem it safe to resume their trips till 11.15, when the fog had lifted considerably.

On her way over to Governor's Island at 8.30 the ting Atlantic, attached to the island, collided with the Pennsylvania Annex boat. The tug's bows were stove in. The Atinex suffered no damage.

The Northfield had her quarrer b

### STREET CARS WRECKED.

### They Collide in the Fog on Flushing Avenue -A Passenger Badly Hurt.

A crosstown car, driven by John Holloran, and Flushing avenue car No. 540 came together in the fog this morning at the corner of Throop and Flushing avenues, and both

were partially wrecked.

John Horney, of 256 Throop avenue, was thrown from the front of the Flushing avenue car and received an incised wound of the thigh and severe bruises about the body. He was removed to St. Catherine's Hospital.

### MRS. HARRISON ON THE WAY TO GOTHAM.

Accompanied by Mrs. McKee and Mr. John Wannmaker-Guests of the Mortons.

[SPECIAL TO THE EVENING WORLD, I Pittsnung, Pa., Jan, 24.—Mrs. Benjamin Harrison, her daughter, Mrs. McKee, and Mr. John Wanamaker passed through here this morning on the way to Philadelphia, where the ladies will stay a few days before

where the ladies will stay a few days before going to New York.

The party left Indianapolis at 5 o'clock yesterday afternoon. Mr. Wamamaker, who was called West on the eve of his contemplated departure for Europe, had a conference with Gen. Harrison at noon, and is now supposed to have either the Post-Office or Navy portfolio in his poeket.

The visit of Mr. Wannamaker was the cause of the unexpected departure of the ladies, who thought they saw an excellent opportunity to escape unheralded. In this however, they were disappointed, for the reporters were on hand.

Mrs. Harrison and Mrs. McKee will probably be Mr. Wanamaker's guests for a day or two and then proceed to New York, where it is expected they will be entertained by Mr. and Mrs. Morton.

# IT WILL MAKE MRS. MORTON HAPPY.

The Vice-President-Elect Hopes Mrs. Har-

rison Will Accept Their Invitation. An Evening World reporter called at the office of Morton, Bliss & Co., 20 Nassau street, to see the Vice-President-elect.

Mr. Morton was in his private office at the ront of the building, busily engaged in going

over some papers.

He was looking exceedingly well, and said that he was looking exceedingly well, and said that he was enjoying the best of health.

"When do you expect Mrs. Harrison will arrive?" asked the reporter.

"I really can't say."

"Will she stop at your home?"

"I don't know what plans Mrs. Harrison has made, but Mrs. Morton and myself will be very happy if she concludes to accept the invitation."

# FINED FOR INSULTING PEOPLE.

### Four Young Men Summarily Marched from Brondway to the Lock-Up.

Four young men were fined \$10 each in Jefferson Market Police Court this morning for insulting men and women on Broadway, between Twenty-fifth and Twenty-sixth streets, last night.

They gave their names as J. Ira Newlin, of

They gave their names as J. Ira Newlin, of 366 Seventh avenue: James Donnelly, 2111 West Thirty-third street: James Steadman, of 223 West Forty-third street, and James S. Cosgrove, of Providence, L. I. Police Capt. Reilly recently noticed that a band of these fair youths infested Broadway, and last night he detailed Policeman McConnell to bring some of them in.

He collared four out of a gang of twelve, and expects to get the other eight to night. and expects to get the other eight to night.

Capt. Reitly's prompt action in this matter
receives much commendation from respecta-

## ONE DEAD, THE OTHER UNCONSCIOUS,

He was found dead by a policeman there this morning. Another man lay beside him unconscious. His name is not known.

unconscious. His name is not known.

The police think the men were out together drinking last night, and went into the building to sleep rather than go home.

They lay down beside a stove kept burning in order to dry the freshly plastered walls.

while they slept.

The unknown man is about twenty-six years old. He was sent to a hospital, but had not recovered consciousness at noon-

## The Pullman to Have It All.

The contract between the Pullman and the Union Palace-Car companies has not been signed yet, but probably will be to-day. There may be a meeting for the purpose. The terms of purchase are for the control of the stock at a given price for cash, with the privilege of minority holdings being turned in within a given time at the same price. The Pullman will now have a complete monopoly of the sleeping-car service in the South and its coaches will be used by the Philadelphia and Reading and Jersey Central companies as well.

A man who registered at the Morton Hotel, 52 Morton street, at I o'clock this morning, was found dead in his room at 9, 30. He had blown the dense fog within twelve feet of the Kings-tou.

The tug's engine was immediately reversed,

The tug's engine was immediately reversed,

## Held for Highway Robbery.

George Robinson, aged twenty, was held in \$2,000 bail on a charge of highway robbery, at Essex Market this morning. Mrs. Elizabeth Hare, of 243 West Thirty-fourth street, identi-fied him as the man who snatched her pocket-book from her in Lexington areauc.

# BROOKLYN'S BIG

TWENTY-FIVE PEDS STRIVING TO BREAK THE THREE-DAY RECORD.

Stirring Scenes at the West End Casino-Starter Leslie Said "Go" a Few Minutes After Midnight to Herry, Hart, Hegelman, Fitzgerald, Day and a Score of Others-The Latest Scores.

The West End Casino, Third avenue and Fiftieth street, Brooklyn, resembled this morning a miniature Madison Square Garden. A tan-bark track, a large number of ambitious pedestrians, a soul-inspiring German Band and the regulation quota of sleepers, helped to make it look like the place where so many famous sawdust contests have taken place.

The great three-day race started with the usual accompaniments. There was the sausage man, with his familiar cry. The personage who guesses your weight for a nickel and the individual who invites you to break your back on a pulling machine were conspicuous

figures.
The rink is festooned with bunting and The rink is festooned with bunting and flars, and presents a very pretty appearance. There was one thing admired. That was Manager Frank M. Slevin, who appeared on the scene early, and razzie-dazzled all the grils with his new suit of clothes and a poished silk tile. The girls were unanimous in pronouncing him lovely and their concentrated to ks made the genial Frank feel decidedly uncomfortable.



# FRANK M. SLEVIN

Everything went along as smooth as s.lk, and at 12 o'clock Mr. Slevin called the men from the comfortable huts, he had furnished them, and at 12.15 Mr. Alex. F. W. Leslie, chief of The Evering Wonld's staff of artists, started them off with a stentoning "Go."

staff of artists, started them off with a stento-rion "Go."

The peds are all well known. Herty, El-son, Golden, Day, Hegelman, Hart, Dillon, Campana and Peach are familiar to those who have attended tanbark contests. "Old Sport" took the lead at the start and was the first to complete a mile, closely followed by Herty, Dillon, Hart and the others.

the others.

Pete Golden retired after making three miles, being too ill to proceed. Hegelman quit later, also ill.

Morris Fitzgerald, the Bay Ridge farmer boy, is backed by Brooklyn politicians, and great things are expected of him.



BAYRINGE L'I. He was taken sick, however, and at 8 o'clock was last in the race. As he is a stayer he may pull up. The score at 8 a. M. was: ne may pull up. The score at 8 a. M. was:
Herty, 45 miles: Elson; 42 miles; Golden,
out; Dry, 51 miles: Hegelman, out; Washburn,
30 miles: Hart, 47 miles: Dillon,
47 miles: Fitzgerald, 29 miles; Mars,
53 miles; W. Smith, 43 miles; Campana,
38 miles; Burrell, 38 miles; Pegch, 34 miles;
Callahan, 49 miles; O'Brien, 41 miles; Curiey,
50 miles.

Frevious to the start a two-mile race be-Two Men Found This Morning in an Unanished Building.

Henry Edwards, a stonemason, went to sleep last night in the unfinished building at the corner of Kingsbridge road and Arthur avenue, Tremont, where he was employed. He was found dead by a policeman there

All of the seventy-two-hour men are going at a good pace, and, as the track is fast, the record may be broken.

The score at 11 o'clock was: Day, 67 miles; Callahan, 64 miles; Herty, 64 miles: Hart, 62 miles; Curley, 59 miles; O'Brien, 48 miles; Campana, 52 miles; Dillon, 62 miles; Burrell, 52 miles; W. Smith, 54 miles; Elson, 57 miles; Peach, 44 miles.

The men are in good condition and the mee is cetting faster every hour they are on

### Clifton Entries for Ta-Morrow. REPECTAL TO THE EVENING WORLD. I CLIFTON RACE TRACE, N. J., Jan. 24.—The

following is the programme and entries for the Clifton races Friday, Jan. 25: First Bace. Purse \$250. three-quarters of a mile, seelling allowances. Courter, 108. Matter Looran, 105. Airred, 105. Belax, 165. Ida West, 105. Lakes and 107. Sourentr, 107. Annie, 100 Bace Vol, 100. Sweety, 100. Area, 100. Sweety, 100. Area, 100. Sweety, 108.

Second Bars Purse 425.0, seven eighthe of a mile elling allowances - Littlefellow II, 126, El Trimidal, 17, Frant II, Monte Cristo, II, Dopler, 117, outnot, 114, Fountain, 114, Banhone, 114, Gracie

the stomach, is the energetic phrase which Carrixe applied to his own troublesome organ of digestion. The great essayist was a dyspeptic from his vouth; but had he used Dr. Pienec's Pienes Transant Puncarive Printers he might have shaken of the incubus of indigestion, "like a dewdrop from a hon's mane," and there would have been more "sweetness and light" in his writings and his home. All druggists; 25 cents a vial. \*\*

# WALK. M'GLORY MUST GO. JOHN J. IS AHEAD.

Evening World's " Exposure.

He Finds That There Is No Li- To Be Chairman of the Republicense for Armory Hall.

The Police Promptly Asked to Make an Explanation.

When Mayor Grant read in THE EVENING World of the wild orgies in Billy McGlory's Hester street Armory Hall Tuesday night he was surprised. He made inquiries and learned that McGlory had neither excise nor amusement license.

He directed a letter to the Police Commissioners, demanding a speedy and rigid examination, and inclosed The Evening WORLD's account of the ball.

McGlory has flourished for years on Hester street with the exception of six months, when the character of the place became so

when the character of the place became so notorious that the police were obliged to take cognizance of it.

Billy was arrested and sent to the island for six menths. The night be was released the place was in full blast again.

When Mayor Hewitt went into office, it was thought that he would close the vile den forever. He made an appearance of doing so, but after a few days it opened up again, as vile as ever, and no attempt was ever made agait to close it.

agair to close it.

Mayor Grant is a different man, though, and those who know him say that he will surely close the doors of Armory Hall for-

### MRS. BEAINE'S COMING DEBUT.

### Almost Certain to Be Made Under Manager Frohman and in a Play by Belasco. Mrs. James G. Blaine, jr., said to-day that she was not at liberty to speak of her arrange-

of special police at the plant night and day, and have taken every precaution against bomb throwing such as occurred at Chi-

### A SURPRISE TO MR. VANDERBILT. The Dog Wasn't Killed, Was Worthless and Didn't Belong to Him.

Millionaire William K. Vanderbilt and Christian Roberts are adjoining neighbors at Oakdale, L. I. Mr. Vanderbilt's valuable St. Bernard dog strayed over to Mr. Roberts's grounds on Tuesday and the latter shot it. Yesterlay he received a communication from Mr. Vanderbilt, and there may be a lawsuit.—Morn-

"There is not a particle of truth in that item," said Mr. Vanderbilt to an Evening WORLD reporter who called on him at the Grand Central Depot this morning.

"The dog was worthless and not valuable; it was not killed, but only injured, and it did not belong to me. Good-morning."

## The Quotations.

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-1	American Cotton Oil	41106	41400	41155 1
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		-		

# Mayor Grant Aroused by "The O'Brien Quietly Lays Wires and

Euchres His Enemies.

## A.Bomb to be Exploded at the Coming Primarles.

can Central Committee.

Chairman John J. O Brien! How does that sound to you, members of

the Union League? Does it not jar harshly upon the tympanums of your cars, ex-Coroner Nugent and Police Justice Jacob Patterson?

nond, what do you think of the leader of the "Rotten Eighth" as Chairman? 'Chairman of what?" you ask impatiently. Chairman of the Republican Central Com-

Sol Smith, Johnny Gunner and Frank Ray

mittee, is the answer. You all smile incredously and pooh-pooh the idea. Smile on, but it may be but a short time before the wrinkles on your face which now

indicate mirth will depict nothing except

indeate mirth will depict nothing except grief and anger.

John J. O'Brien, the "pure" politician, the friend of Boss Piatt, the man whom you, silk-stockings, and you, police justices, ex-coroners and petty bosses, would read out of the party, is slated to be Chairman of the next Republican Central Committee of

It's a pretty story of remarkably elever It's a pretty story of remarkably elever political work, which conclusively proves that the powers of The O'Brien as a leader have been greatly underrated by the men who, but one short menth ago incontinently expelled his friends, Johnny Brodsky, George J. Kraus and Alderman Christian Goetz from the county organization and read his cruire distriction of the party.

Mrs. James G, Blaine, jr., said to-day that she was not at liberty to speak of her arrangements for her coming debut, but it may be considered a fact that before the week expires, she will have sighed a contract with Manager Frohman, of the Livenim Theatre.

As to the play in which she will make her debut, that is still in doubt, although it is said that a play written specially for her by David Belasco, with whom she has been studying for the past few months, will be the one selected.

Manager Frohman was also non-committal on the subject, saying that any reference to Mrs. Blaine's plans would be premature, but acknowledged that he was anxious to secure her services.

AFRAID OF THE WHISKEY TRUST.

A St. Paul Distillery Guarded by Special Detectives—Insurance Caucelled.

[SPECIAL TO THE EVENING WORLD.]

St. Paul, Minn. Jan. 24.—The St. Paul Distillery Company has received a request from a fire insurance company asking that its po icy on their plant be cancelled, stating that as trouble with the Whiskey Trust was reported, the Company did not care to continue the risk, as experience had proven such risks especially hazardons.

Arrangements were made for other insurances.

This Distilling Company has a strong force of special pelice at the plant night and day, and have taken every precaution against bomb throwing such as occurred at Chicago.

It is a case of tit-for-tat, with a mighty big emphasis on the "tit."

The Evening World was engineering the formation of these opposition organizations.

This Distilling Company has a strong force of special pelice at the plant night and day, and have taken every precaution against bomb throwing such as occurred at Chicago.

The was quite natural that O'Brien should attenut to defeat his avowed enemies, Police

neering the formation of these opposition of canizations.

It was quite natural that O'Brien should attempt to defeat his avowed enemies, Police Justice Patterson and ex-Coroner Nugent, in the Tenth and Fourteenth Districts, respectively, but further investigation revealed a startling condition of things.

The secret organization and enrollment of Republicans under new leaders was not confined to these localities. It clearly could not be a case of mere personal spite then. The movement was too general. It meant a Napoleonic cound'etat, which is to be accomplished in this way:

this way :
To-morrow night the Republican represent

tatives to the Central Committee will be named from every district favorable to O'Brien. Where his supporters are known to have majority of the enrolled Republicans, and a walk-over is certain in a fight, there may be united primaries, and the old leaders will be

dependent primaries will be held by the op-position, as in the Twenty-third District, where John A. Eagleson's independents will not attempt to cope with Boss Kaymond's suborts. strength of the revolutionist army is much greater than is supposed. Among its grand marshals are ex-Senator Thomas C. Platt. Cornelius N. Bliss, Chairman of the

Where success is doubtful in a contest in-

Platt, Cornelius N. Bliss, Chairman of the Republican State Committee: Subway Commissioner Jacob Hess, and Charley Sweency, who was so prominent in the Harrisen and Morton Dry-Goods Club.

With such generals there is no doubt of success. The O'Brenites will andoubtedly compose a majority of the enrolled Republicans of the city, and they are bound to be recognized as the only Simon pure Republican general organization. can general organization.

The question of recognition will be decided by the State Committee if an appeal should be made by the disappointed crowd of ex-bosses, and that is already settled, because eneral organization.

the State Committee is Platt's, and Platt and lliss, its Chairman, are with the revolution-This will effectually dispose of Col. S. V. R. Crager and the other Union Leaguers and supporters of Warner Miller in the present Central Committee and give another con-vincing proof of the superior political sagac-ity and power of Boss Platt for the considera-

tion of President Harrison in his Cabinet-

naking.

John J. O'Brien will be elected Chairman
of the new organization because Platt has Mr. Platt wants practical politics to prevail in coming campaigns and nobody can better serve them than Mr. O'Brien. The amateur politicians who are for ballot reform

and the expenditure of no money except for locitimate purposes are all to be shelved, and

Counsed, 114. Feantein, 114. Bashope, 114. Gracie, 109 lb.

Third Haces—Purse \$250: seven-eighths of a mile.

Harwood, 112. Palatia, 119. Lorns, 110. Kingsford, 119: Hermitage, 117. Sieber Enphrasia, 114 lb.

Voarth Hace—Purse \$360: handcap, seven-eighths of a mile. Speakwell, 118. Capatio, 114. Glendale, 110. Bay Archer, 100: Respite, 114. Glendale, 110. Bay Archer, 100: Respite, 114. Littlefelios II.

Fifth Race—Purse \$250: new mile: selling allows news.

Fifth Race—Purse \$250: new mile: selling all But one of the present leaders, Barney

# Indicated by Blakely's tele-thermometer; 1880. 1888 | 9 a. M. 1882. 1888. | 16 20 | 9 a. M. 10 20 | 20 part twenty-four hours, 37% degrees, or corresponding time last year, 20% de-

# A REGULAR LONDONER,

The Fog That Kept Daylight Back This Morning.

Travel by L Road and by Ferry Much Delayed.

Vessels That Managed to Land Despite the Mist.



A Great Day for the Blind Man.

Blind Man (in London fog)-Now, then, sir!

ook where you're going to! Jones-I beg your pardon, my good fellow-this beastly fog-couldn't see you-lost my way don't know where the dickens I am! Illind Man-Feg. is there? Ah-just you take hold o my arm and tell me where you live, and I'll see you wafe home. Feg makes no difference

Daylight was an hour later to-day than usual, on account of the dense fog that descended on the city in the early morning. The fog was a veritable London particular in fact, a very particular.

A peculiarity about the mist was the sud-

A peculiarity about the mest was the sud-denness with which it surrounded the town and all that there n is.

From the bright moonlight of one moment, just breeding the hour for sunrise, there was a quick transition to the murkiness of fog-

People groped their way to their watches to see if it were really as early as the opaqueness without seemed to indicate. The fog was so dense that from one side of a street the opposite side could scarcely be



CUTTING A WAY THROUGH. (Not altogether a fancy sketch.)

was difficult to keep them a proper distance apart, running as slowly as they were compelled to do. Ferry-boat whisties resounded on all sides.

Many of the boats were hopelessly befogged and drifted blindly for a half bour at a time

and drifted blindly for a half hour at a time searching for their slips.
Instead of running every ten minutes from Brocktyn and Jersey City to New York, the captains of the ferry-boats thought they were doing great things to run every half hour. On the Staten Island ferry the boats were over half an hour late.

The Brocklyn end of the big bridge was packed all the morning by a dense mass of humanity. The cars were running only at irregular intervals, and all attempted to crowd upon the few trains all attempted to crowd upon the few trains

At the Elevated State and the state of the wore encountered.

The people who suffered the most serious delay were the Brooklynites, as the ferry-boats were forced to run with the greatest care, so many of them being packed together at the slips, seeking an entrance.

Indeed, the broad East River seemed very parrow to the ferry-hoat pilots this morning.

that did run.
At the Elevated stations similar experience:

Indeed, the broad East River seemed very narrow to the ferry-boat pilots this morning. There were many hairbreadth escapes from collision in the East River, but no serious casualities. This was due to the highly creditable manner in which the boats were haudled.

Ferry-boat captains and old sailors report that the fog that prevailed this morning was the heaviest this city has experienced in years.

the heaviest this city has experienced in years.

In the early morning even the butcher boys were compelled to drive slowly, which is in itself worthy of note.

Despite the unfavorable conditions the following vessels managed to enter the harbor this morning.

Steamer City of Para, Aspinwall; bark E. T. Crowell, Hong Kong, steamer Haust Kurt, Hamburg Lark C. P. Dixon, Buenos Ayr, a steamer Sayona, Rio Janeiro, bark J. I. Smith, Antwerp; schooner Anaie R. Kemp, Barocca.

Sergt, Dunn, of the Signal Service, says the fog will be followed by rain to-night.

He reports that it is raining throughout the South and West.

The cold wave, said to be on its way from the Northwest, has dissolved on its way.

Washington, Jan. 24, -Weather indications:



York-Threatening speather, with rain slightly tearmer.